RTIP ID# *(required)* LA996134

Project Description *(clearly describe project)*

The proposed project is located at the northern end of the City of Los Angeles partially within the city limits and partially within an unincorporated section of Los Angeles County, at the intersection of Interstate 5 and State Route 14. The project proposes to construct an elevated direct high occupancy vehicle (HOV) connector from Interstate 5 (I-5) to State Route (SR) 14 and vice versa. Due to widening in the existing I-5 median for the HOV connector, the project also involves realignments of existing NB Truck Route to further east of the mainline, Balboa Boulevard overcrossing off-ramp, and Weldon Creek Channel. Although the project proposes to realign a portion of the NB truck route, it does not propose to increase capacity of the truck routes and no other work is proposed along the existing direct truck connectors or truck routes parallel to I-5.

Type of Project *(use Table 1 on instruction sheet)*
Change to Existing State Highway

County	**Narrative Location/Route & Postmiles**
Los Angeles	On I-5, PM R44.2/R46.0, from Balboa Blvd to 0.6 mile south of Weldon Canyon Rd. On SR-14, PM R24.8/R25.2, from I-5 Junction to Sierra HWY undercrossing **Caltrans Projects – EA#** 16800

Lead Agency: Caltrans

Contact Person	**Phone#**	**Fax#**	**Email**
Andrew Yoon	213.897.6117	213.897.1634	Andrew.Yoon@dot.ca.gov

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	**X**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action: 4/9/07

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	10/7/99	1/14/02	4/3/02	6/26/07
End	5/30/01	12/15/06	4/9/07	10/29/10

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

SR-14 currently experiences congestion while carrying substantial traffic volume through the study area during peak hours. Long-Range projections indicate an increase in person trips along this freeway section associated with the continuing development along the project corridor. This project would provide a queue by-pass for rideshare vehicles; increase people carrying capacity of the freeway; improve the level of service; and reduce congestion during peak periods. There is a critical need to eliminate existing and projected freeway congestion by improving the people carrying capacity of this interchange and to reduce number of accidents. Improvements are also needed to allow for the continuity of the proposed interregional HOV system to the outlying communities of Palmdale and Lancaster.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The land use immediately surrounding the project area includes mostly mountainous and non-urban with a small amount of public and semi-public facilities such as utilities, railroads, and public buildings. There are no residential areas located within the immediate vicinity of the proposed project.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Year 2010		Build				No-Build			
		AM LOS	PM LOS	AADT	Truck AADT*	AM LOS	PM LOS	AADT	Truck AADT*
SR-14 CONN (NB)	Mixed Flow	C	F0	77,500	667	C	F1	89,900	667
	HOV	A	E	12,400	0				
SR-14 CONN (SB)	Mixed Flow	F0	C	75,000	645	F2	D	92,600	645
	HOV	E	C	17,600	0				

* Note: Truck volumess consist only of 3- and 4-axle vehicles because 5-axle vehicles are directed to the truck-only routes in the same direction within the vicinity of this junction.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Year 2030		Build				No-Build			
		AM LOS	PM LOS	AADT	Truck AADT*	AM LOS	PM LOS	AADT	Truck AADT*
SR-14 CONN (NB)	Mixed Flow	D	F3	113,000	972	D	F3	131,000	972
	HOV	A	F3	18,000	0				
SR-14 CONN (SB)	Mixed Flow	F3	E	110,000	946	F3	F0	136,000	946
	HOV	F3	D	26,000	0				

* Note: Truck volumes consist only of 3- and 4-axle vehicles because 5-axle vehicles are directed to the truck-only routes in the same direction within the vicinity of this junction.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

This project provides a direct HOV connection from I-5 to SR-14 and vice versa. This project will improve traffic operations by providing queue by-pass for rideshare vehicles, and therefore, reduce congestion on mixed flow as well and improved level of service of the corridor. This project will improve operations by eliminating the need for HOVs to merge and weave into the mixed flow traffic to connect to and from I-5 and SR-14.

As indicated in the Land Use, the project is located in a mountainous and non-urban setting that lacks significant parallel and cross arterials. Lack of significant industrial or commercial land uses within the immediately surrounding area results in low potential for traffic redistribution in the general vicinity. On the other hand, the HOV traffic and mixed flow traffic benefit from this project by eliminating the need for merging and weaving as indicated above.

Comments/Explanation/Details *(attach additional sheets as necessary)*

This project provides an elevated and direct HOV to HOV connector between I-5 and SR-14. This project will provide queue by-pass for rideshare vehicles; increase people carrying capacity of the route; reduce congestion by providing continuous and direct HOV lane from I-5 to SR-14 and vice versa; improve level of service; and reduce traffic densities on the routes.

Heavy-duty truck traffic is diverted to and directed to the “truck only” routes just south of the project limits along the I-5; and just north of project limits along the SR-14. As a result, truck traffic carried by the mixed flow lanes within this project limits is limited to 3- and 4-axle trucks. As indicated in the tables above, this project is not expected to significantly affect truck traffic within the project limits of I-5 and SR-14.

The project is currently in PS&E or design phase and a review by the TCWG in regard to $PM_{2.5}$ conformity requirement is deemed necessary. Based on the composition of truck populations utilizing the existing and proposed connector facilities, truck volume (3- and 4 axles) of less than 1,000, indicated land use, and low potential for increase in truck volumes between Build and No-Build, it is believed that this project is not a project of air quality concern.